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Department Management System New Tire Standards and Testing.

U.S. D.O.T.

400-7 th. S.W.

Washington, D.C. 20590

Chehalis, Wa.
August 10, 2001

Dear Sirs, and to Whom it may concern:

Having many years of experience with tires and many various sizes and types of vehicles; maybe I can be of some help. When one owns thier own business and is concerned with the safety of thier own vehicles, the drivers, and the general public, and insurance coverage: one must pay close attention to the condition and maintenance of the whole vehicle, but, the tires and brakes Especially. I hope the information attached, which was previously published in a local news paper (but possibly never seen by any of you) Will be of some help.

Proper testing will prove all statements: including fuel mileage.

With Sincere Concern,

James G. (Jim) Wilson

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DOCKET # 8011



LETTERS TO THE EDITOR



Firestone Tires not defective, but misused

Please consider the facts in the "Firestone Tires are Defective" case and come to the truth of the matter. Many false statements have been made. Here are some facts:

Take a look at your tires. Tires are NOT marked with maximum air pressure; but rather minimum air pressure. All tires are marked with maximum LOAD at minimum pressure. Read it yourself.

All tires are made for certain vehicle weights, and the heavier the vehicle, the bigger the tires and higher air pressure (all this information is printed on the sidewall of your tire).

When your load exceeds the marked weight rating, the air pressure needs to be increased, and your speed must be reduced!

More air is needed in hotter climates to reduce tire flexing. Flexing is the cause of the tire separation in the Firestone tires.

Try the "farmers test" to see what happens when steel flexes. Take a piece of wire and start bending it back and forth, and see how hot it gets: the faster you bend the wire, the sooner and hotter it gets, and the quicker it will break.

Cloth fabric does not get hot like steel or any other metal, so there isn't any separation. Rubber doesn't stick to steel, like it does to cloth: the rubber penetrates the cloth but not the steel.

Firestone Tires are just as safe as any other brand.

More air does not increase the risk of roll over, but the opposite does. Soft tires have more surface on the road, encouraging roll over. More air pressure has less surface on the road, and the tires will skid instead of rolling the vehicle. (Race drivers will verify this).

Ford runs the tires soft to make a softer ride: taking no consideration for the tire companies recommendations or the consumer's safety. They think a softer ride will sell more vehicles to comfort seeking people.

Soft tires also causes severe gas consumption, and more cost to the consumer. Proper air pressure will save enough gas to make your car payments, and also increase the mileage you get out of the tires.

If the pictures seen on television are correct, most of the tread loss has been on the rear of the explorers, indicating more weight, and not enough air pressure for the load. (People going traveling loaded with extra people and luggage or camping gear).

The fact that the Ford Explorer is the only one with tire trouble is further proof of Ford's lack of understanding and common sense. These Explorer tires should have no less than 40 pounds of air pressure with a normal load, and more with a heavy load. Anyone who has driven cars, trucks and buses close to sixty years knows soft tires cause hard steering and difficult handling, and are not safe.

People need to understand you can not go squirreling around with a truck or an S.U.V. like they do in sports cars. Drive safely, and keep your tire pressure up, and Firestone will not let you down.

I have no stock in Firestone! But I have bought several new Ford cars and trucks in my life time, and they all have a warranty on everything except the tires. It also says any parts showing abuse or improper use will not be covered. I suppose Firestone has a similar warranty. Ford should honor Firestone's warranty rules and leave them blameless, and fire the persons responsible for all this tragedy, regardless of their rank in the company.

One more thing: "Wisdom and Understanding cannot be obtained in any school or college."

Jim Wilson
Chehalis

Firestone not totally at fault on tires; Ford more to blame

To the editor:

Firestone is not totally at fault on the tire failure. Ford is more to blame for running the tires with less air than Firestone requires.

Tire users are at fault if they do not maintain the tire makers' required air pressure. Most all things require that for a guarantee to be honored the product must be used according to the manufacturer's instructions, or the guarantee is void.

What if Firestone put less oil in Ford cars and trucks than Ford required? Would Ford replace the engines because of lack of oil?

The same with any other user — we must take proper care ourselves if we want good service. We cannot expect the manufacturer to pay for our mistakes, though some do. It just is not right.

I have never had a Firestone tire separate or lose its tread, but I know what causes these problems — it's low air pressure. Different-size tires

require different air pressure, but I never use less than the manufacturer recommends. A little extra is better than not enough because you get better gas mileage and the tires last longer.

Traction tires with separated lugs on a soft carcass work the tread off. Most car tires and highway truck tires have more or less continuous rib tread that goes clear around the tire and holds the tread on.

I have used several sizes of car, pickup and large truck tires in the past 60 years and the only problems I have had were flats caused by nails, etc.

Render therefore unto all concerned their just dues. Firestone should not go this alone.

An article in the June issue of Heavy Duty Trucking verifies my experience.

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